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PREPARED AND DISSEMINATED BY CENTRAL INTELLIGENCE AGENCY			
COUNTRY China			
SUBJECT Port Information; Whampoa NAVY review completed.		DATE DISTRIBUTED 27-JULY-56	
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THIS IS UNEVALUATED INFORMATION			
<p><u>THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCIC #7 (HIO, 8th No 123-56).</u></p>			
<p>2. <u>Alphabetical Designators</u> In connection with information contained herein, specific points of interest are referred to in this report by the following alphabetical designators:</p> <ul style="list-style-type: none"> A. Vessel's Course Entering Canton River B. Anchorage to Await Pilot Boarding Off Lafami Island C. Second Bar Anchorage D. Berth at Government Wharf 			
<p>3. <u>Approach</u> [redacted] in approaching subject port [redacted] found it satisfactory for navigation purposes. Vessel followed course labeled designator A in entering Canton River and arrived off Lafami Island 061230H. Vessel anchored immediately at position labeled designator B to await pilot. Pilot and three Sea Frontier Defense Guards were brought out from pilot station on Lafami Island by a former US tugboat at 061320H. This tug was one of the numerous harbor craft, pieces of equipment, locomotives, and rolling-stock being used by the Communist regime which were originally turned over to the Nationalists but lost during the civil war. Vessel did not weigh anchor and enter Canton River until 070630H. Pilot was reliable and provided very good service. [redacted] He conducted vessel to position labeled designator C at Second Bar Anchorage where cargo discharge was commenced. He returned aboard 091405H to conduct vessel to berth at designator D alongside Government Wharf. After vessel completed operations at this berth, pilot returned 111715H to shift her back to Second Bar Anchorage. Pilot boarded vessel the last time 131100H at Second Bar Anchorage and conducted her to position off Lafami Island where he was discharged 131710H. During period of call weather was hot and humid.</p>			
<p>4. <u>Anchorage</u> Vessel anchored 061230H at position labeled designator B to await pilot. Vessel also anchored 071433H to discharge cargo at Second Bar Anchorage at position labeled designator C. Both of these anchorage positions were over good holding ground. At the latter anchorage three vessels were discharging cargo. After lightening ship these vessels may proceed over bar</p>			

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- [redacted] to berth farther up river in more shallow water.
5. Harbor Vessel was required to anchor at position labeled designator C and discharge some cargo in order to pass over bar. Vessel turned up and while fully loaded coming up Canton River before reaching Second Bar Anchorage. No dredging operations were in progress. Although soundings were not permitted, [redacted] an estimated 6' less water in channels leading to subject port than shown on charts.
 6. Controls Vessel was boarded by three Sea Frontier Defense Guards off Lafami Island who remained aboard vessel throughout her stay in port. Shortly after vessel anchored at position labeled designator C, a control party came aboard at 071450H. The authorities sealed vessel's radio, radar, sextant, guns and ammunition, cameras, binoculars, and flares. Crew members were mustered amidships under guard while vessel was thoroughly searched. Control authorities are much more pleasant in South China ports than in northern areas. One guard armed with a rifle was posted on wharf at vessel's gangway. Three Sea Frontier Defense Guards who remained on board carried sidearms. A cabin and food were provided the latter. Surveillance was not maintained by patrol craft. As soon as control party went ashore 071600H, vessel was required to hoist a clearance flag, orange background with wavy yellow bars running diagonally across it. All crew members were permitted ashore and were invited to visit the International Seamen's Club (Inter-Club). On departure vessel was boarded 130900H by control party which conducted a two-hour search.
 7. Harbor Craft Pilot was brought out to vessel off Lafami Island by a former US Army Transportation Command tugboat [redacted] estimated its horsepower at 1200. After vessel cleared at Second Bar Anchorage a river craft came out to bring stevedores. Lighters were used to receive cargo from vessel's holds.
 8. Berth [redacted] Vessel began discharge onto wharf and into lighters 091800H and continued discharge until 111715H when vessel shifted back to Second Bar Anchorage. Discharge of cargo into lighters at anchorage was begun again 111800H and completed 130710H. [redacted] Ship's gear was used in discharging cargo at both anchorage and wharf. Two old British steam traveling cranes of approximately 2½ tons capacity were also used at wharf-side. Fork-lift trucks were used to transport cargo to warehouses set well back from river bank. Three gangs of stevedores in eight-hour shifts worked vessel, each gang composed of 25 to 30 men. Fresh vegetables of good quality were brought out to vessel by lighters. Good quality water was also available by lighter. Bankers were not available.
 9. Construction [redacted] no new construction at subject port.
 10. Naval Vessels [redacted] no naval vessels present at subject port or underway in the Canton River. [redacted] no build-up of landing craft along the river.
 11. [redacted]
 12. Miscellaneous Crew members were invited to visit the Inter-Club where they found reasonably priced refreshments, propaganda reading material, and entertainment. Chinese tricks and folk dancing were performed by students from Canton. Motion pictures of a propaganda nature were also shown. No aircraft were observed [redacted]

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